

Date | Time: January 7, 2009
Chair: Sean Ardussi
Recorder: Evan Brown
Location: Seattle City Hall, L204

Distribution:

MEMBERS PRESENT

- Ann Boyd
- Deborah Kuznitz
- Lindsay Pesheck
- Sean Cryan
- Blake Trask
- Craig M. Benjamin
- Jeff Frkonja
- John Beaulaurier
- Sean Ardussi
- Evan Brown
- Naomi Wilson

MEMBERS ABSENT

- Ryan Dean

OTHER GUESTS

- Aili Lepard
- Pete Lagerwey, SDOT
- Monica Dewald, SDOT
- Roque Deherra, City of Seattle

WELCOME & INTRODUCTIONS

- Sean calls meeting to order 6:02
- Aili Lepard
 - Would like to see specific signage (i.e. “To Delridge”) in West Seattle
 - Fauntleroy bike lane/sharrow addition is controversial, but good
 - But thinks bike lane would be better going southbound because of traffic congestion
 - SDO incorrectly stated in e-mail that there were bike lanes on Avalon and sharrows on 39th and 36th
- Sean Cryan
 - Signage on Ballard Bridge has produced noticeable improvement
- Sean Ardussi
 - Timing of Ballard Bridge report was very good
 - Got coverage in Seattle Times
- Blake Trask: Any discussion of Cheshiahud Loop at December meeting?
 - Jeff: Ride went well, but there was obvious concerns about improvements near houseboats
 - Parking near Peace Park are complete and parking is gone

APPROVAL OF MINUTES

- Approval of November and December minutes

INFORMATION & NEWS

- Roque Deherrera, City of Seattle Economic Development Office
 - SODO
 - Plan designed to solicit ideas from SODO business community
 - Bikes are mixed in with general transportation
 - About 25 recommendations came out of extensive public review process
 - One of them is non-motorized transportation (ped and bike improvements)
 - SODO stakeholders don't want to see every street made great for bikes because of freight impact
 - July 9 Public Comment
 - Bikes issues were most loudly voiced
 - In draft SODO plan, BMP is mentioned in two places
 - SODO Action Agenda
 - Jeff: Is there special funding and implementation relative to the Agenda, or is simply it a compendium of existing plans?
 - Money from SODO plan won't go to fund others (e.g. BMP)
 - Blake: How does affect implementation of BMP?
 - SODO plan essentially recommends and echoes recommendations of BMP.
 - Naomi: In grant/funding searches, are ped/bike partners sought?
 - SDOT will be responsible for funding ped/bike aspects of plan
 - Peter Lagerwey:
 - Complete Streets policy covers any improvements to affected streets
 - Ann: What does priority chart mean?
 - Point of plan was to make sure that business interests of SODO partners were met, so bike facilities weren't marked as 'High Priority' in Action Agenda
 - Naomi: What are 'Other Routes' listed in plan as 'Medium'?
 - Not sure, but will follow up
 - Ann thinks it has to do with ped routes that don't connect to Light Rail
 - Sean Ardussi: How engaged were transportation officials from stadiums/Qwest center?
 - It was a small group, but one person spoke for stadiums.
 - Sean: so many trips are generated by stadiums that it would make sense to use SODO plan to push bike facilities at stadiums
 - Jeff: Did stakeholders cite any specific reasons why they find bike facilities problematic?
 - Mainly fear of someone dying and impact on insurance and business
 - Blake: How does SODO Action Agenda address south-end viaduct?
 - Open discussion with SDOT and plan is flexible
 - Where it wasn't possible to get specific, plan is general
 - Sean Ardussi: Is there plan to continue dialog between stakeholders?
 - Technical team will be in place to deal with issues that arise
 - Pete Lagerwey
 - 2008 Update
 - 3 years into implementing BMP (10 year plan)
 - First 3 years requires emphasis on bike lanes and sharrows

- Will hit 100 mile mark before 2010
- 4th year (2010) will see focus switch to integration of existing facilities and signage
- Later this year, process will begin for revision of BMP
 - BMP will be revised every 5 years in conjunction with Transportation Strategic Plan
- Noteworthy accomplishments:
 - 36 miles new bike lanes; 10 miles of bike routes using wayfinding signs; 3 new signals specifically for cyclists; green bike lanes at 16 locations; improved trail crossings at 3 locations; on-street asphalt improvements at 5 locations; 12 sections of pavement replaced along BGT; trimmed vegetation at 15 locations; installed 300 new bike racks; built city's first bicycle boulevard (Interurban Bikeway, 2.5 miles); completed 1.4 miles of new multi-purpose trail; distributed > 15000 bike guide maps; funded Bike Smart education program
- Questions
 - Naomi: Are there plans to map locations of bike racks?
 - Pete: On to-do list, but may not be done in 2009
 - Monica: 300 racks installed last year are being input into GIS system
 - Will likely take longer than a year
 - Blake: what is plan for evolution of green bike lane? Are there plans to adapt the color?
 - UV decay in blue paint, which is why SDOT chose green.
 - Going to put white 'bike lane' emblem inside green bike lanes
 - National guidelines will soon exist recommending a specific hue of green
 - Naomi: On green lane educational outreach, how many door hangers went out?
 - SPD will be handing hangers to motorists in violation and Pete will get feedback to refine hangers
 - Ann: how is BMP Progress Report distributed?
 - Mainly via web, but is also designed to be a mailer, will be distributed at the bike expo, and through CBC/BAW and other national groups
 - Ann: May also want to distribute to non-cyclists
 - Deborah: Have metric indicating increasing number of cyclists
 - Will appear next year
 - Blake: how do changes in this years' counts trend with previous data sets?
 - There are a few different types of counts that occur at different places and it will take a few years before there is enough data to compare and trend
 - A UW intern will be going through all bike use and crash data and entering into spreadsheets that are self-contained and understandable
 - Deborah: does any data collected contain demographic info?
 - Yes.

- 2009
 - Planning for 35 miles of new facilities (19 sharrows, 9 bike, and 7 climbing lanes)
 - Blake: does list contain any Complete Streets projects?
 - Yes, several (N. 130th, Fantleroy...)
 - Jeff: does list include trails?
 - No, but trails list will be supplied separately.
 - 2 consultants are being used for projects
 - Monica: SDOT is collecting damage data from recent snow/rain
 - E-mail to Monica or Pete (esp big things)
 - Jeff: Status of Stewart Street (plan is to put sharrows on west-bound lane)
 - HOV/Bus Lane – 12 ft
 - Off-peak parking (7ft)
 - Sharrows in 5ft of remainder space
 - First time to put sharrows in dedicated bus lane
 - Estimating that 70% of people will make left-turn off of Stewart
 - Begs question about adding sharrows to both sides, but final decision not made
 - BMP research indicated strong bias against facilities on left side of one-way streets
 - Ann Boyd: mixing with buses isn't appealing, and people likely will ride on left side. Also concerned about legality of passing a bus in same lane
 - Pete: no issues as you will be passing on left
 - Naomi: supports idea of sharrows on both sides
 - Pete would like confirmation from board that SDOT accomplished stated goals of 2008

REPORTING & VOTING

- Two

ADDITIONAL BUSINESS

- Annual meeting:
 - Sunday Jan 11th
 - Broadview Library at 127th & Greenwood Ave (12755 Greenwood Ave NW)
 - Noon – 3:30p
 - Monica: most recent bikeability tour was extremely effective and should be highlighted at meeting
- Naomi – Cheshiahud Lake Union Loop Tour
 - Group has identified areas of difficulty
 - On bikeability tour, Jeff, Evan and Naomi rode loop and came up with same areas of difficulty
 - Nothing shined as very high priority
 - Greatest area of conflict probably near floating homes near Mallard Cove
 - Would like to remove 'lanes' on streets
 - Jeff: Seattle lost opportunity to have trail on water (a-la Vancouver)
 - Naomi: How much pedestrian use will it have, and what if it's used primarily as a bike path?
 - Sean Ardussi: Is there a set of recommendations that could be coordinated from bikeability tour and send for consideration?

- Naomi: Yes, a few, and she may forward them to David at Seattle Parks.
- Sean: 1 recommendation is to formally point out that trail is not a transportation facility

MEETING ADJOURNMENT

- Adjourned at 8:06pm